THE PANAMA DITCH.

Some Inside Facts About "The Grandest Humanitary Enterprise of This World."

A Few Specimen Fables Told to Induce People to Take Stock.

Scenes at the Subscription Offices, Recalling the Days of the "Mississippi Bubble."

A Letter from Dr. Johnston to Admiral Ammon.

Paris, Nov. 29, 1882 .- Dear Admiral: You ask me to what cause we attribute at Paris the present decline in the value of the stock

of the Panama canal scheme?
I think I can tell you the cause or cause of this decline; but you may be sure that I do not obtain my information from the Paris press, which remains as completely muzzled on that subject as it did during the period when the loan was being forced on the public.

In the first place, the recent earthquake had much to do with it. One of the strong points made by the initiators of the project was the total absence of carthquakes at Panama, and their frequency at all the other points where a canal had been proposed, especially

at Nicaragua.
This unfortunate intervention of nature into This unfortunate intervention of nature into the discussion in so brutal a manner deranged most disastrously the programme of brilliant promises. But M. de Lesseps, with his happy nature, never admits that he can be defeated

promises. But M. de Lesseps, with his happy nature, never admits that he can be defeated in anything, and was disposed to treat the earthquake with the contempt he shows for the other physical and financial difficulties that stand in his way. His colleagnes, on the contrary, saw the thing in a different light; they had felt the trembling of the ground, and they succeeded in convincing him that there really had been an earthquake and that it was his duty to make an effort of some kind to noutralize its effect.

So, off he rushed to the lecture room of the Sorbonne, called a public meeting and there, in the presence of a large audience of intelligent men, with the levity and indifference to facts which he has carried into the whole of this Panama business, declared that it had been a very poor earthquake and not much of a shake after all (which is, as you know, just the contrary of the truth); that it was an extraordinary and an exceptional event, such as had never before occurred in that country, and would not probably ever occur again, and then gave as one of his strong points of evidence—what do you suppose?

Ignoring the fact that the country had a history, and that this history tells of earthquakes in the early part of the century, one of which at least was disastrous, he told of his visit to Panama, and how he had there seen many ruins of monuments and houses, which he considered as positive proofs of the absence of earthquakes, since these ruins otherwise would have all been cast down. But the art-

of carthquakes, since these ruins otherwise would have all been cast down. But the art-less lecturer omitted entirely to mention the fact that these ruins had been the result of fact that these ruins had been the result of carthquakes, and that their existence proved therefore the exact opposite of what he was trying to make them prove! He only saw the bricks that were standing, and did not see those that had fallen down. And in all that intelligent andience there was not one man to correct him, not one man who saw apparently any more fallen bricks than he did, not one man that did not appland!

To show you farther the extraordinary popularity of M. De Lesseps, and the blindness with which he is followed by men of learning and talent, he was universally cheered when he finally exclaimed that this earthquake might in fact he considered rather as a blessing than a disaster, since it served to remove out of sight a lot of ruins which were only a disfigurement of the city.

which were only a disfigurement of the city.

Another cause for the decline in the price of the stock is to be found in the following circumstance. Not long ago a second syndicate was formed with a basis of sixty millions cate was formed with a basis of sixty millions of francs, taken out of the subscription to the canal for the purpose of maintaining the price of the canal shares, by buying up with an appearance of eigerness all the shares that were offered in the market. One of the most honorable and influential members of this syndicate, who, like the great mass of the people in France, had been misled by the subsidized press, and knew only one side of the canal affair, as soon as he became acquainted with its real situation, gave in his resignation.

This event has come in as a most unfortu-

less property, and it is considered as a piece of sad mismanagement to divert nearly a hun-dred millions of francs, so early in the oper-ation, from the more essential work of trying to get the canal under construction. As a part of the material for constructing the canal

part of the material for constructing the canal it was too dear.

Then nothing like an energetic construction of the canal has yet been commenced. The route over which the canal is to be cut has not yet been located in all its parts, notwithstanding the public assurances of the company to the contrary. The most of the first calls of money has been spent, and another sum of 150,000,000 francs is soon to be called for; so that a certain number of stockholders begin to suspect at last that the figure of 520,000,000 francs fixed by M. De Lesseps in the first place as the cost of the canal was entirely a fancy figure, made use of to get the scheme on the market, regardless of what might follow; and now it is reported that scheme on the market, regardless of what might follow; and now it is reported that within a very few days M. De Lesseps has been heard to say, with his usual indifference to previous promises, that perhaps after all the canal would cost 1,500,000,000 francs—the sum which you and Mr. Menocal, dear admiral, demonstrated at the congress of Paris most clearly and positively was the minimum four the canal would cost. figure the canal would cost.

Still another cause of depression is to be found in the fact that the Colombian govern-ment has demanded as its right one-half of the money paid to the American company for

the purchase of the Panama railway.
Finally, the mortallty in this profilsed areadia among the higher employes sent out from France has been frightful, and the fact

from France has been frightful, and the fact has at last gained a certain publicity. In all this you will see that there are ele-ments of discouragement sufficient to explain the decline in the stock, sufficient to alarm even the most deluded backers of the scheme; while the members of the make-believe syn-dicate probably have difficulty in keeping their countenances straight while playing the comical role of bidding up the depreciated stock. The beyest of men may revolt at a

the loss of his throne, he goes to work to prothe loss of his throne, he goes to work to provoke a foreign war—what historical writers call a "dynastic war"—in the hope of thus powerfully diverting the thoughts of the people from himself to his neighbors. So M. De Lesseps, after declaring at the Sorbonne that the Panama enterprise was at present in its most brilliant phase—the charming, sanishing man that he is!—now gives out as a sort of most brilliant phase—the charming, sunshiny man that he is!—now gives out as a sort of secret that he is deep in the study of a project more sublime than anything he has ever yet conceived, and by which all parts of the world will be brought into near contact! No one has yet been able to divine how this wanderful result is to be accomplished.

It seems very clear, therefore, that without prejudice or partisanship, that the present seheme of a canal at Panama can do noth-ment and people to the scheme that all ob-ment and people to the scheme that all ob-

question I ask and implore the most earnest attention of the public, for in it lies wrapped up a trouble and vexation—it may be even something worse—for the future dislomacy of the United States. I have airc. dv taken the liberty, in previous published lettors of earnestly calling attention to this important feature of the subject, and if I now again utter the cry of alarm, it is because I am forced to do it by a sentiment of patriotism and of love of country—the only sentiment which presides at the writing of these letters—as you, dear admiral, well know.

sides at the writing of these letters—as you, dear admiral, well know.

For, when the final crash comes, what will take place? The poor, who, in large numbers, invested the whole of their little fortunes in the scheme, will turn furiously on the company and demand relief; and what will the company do? The company—their intention is well known—will declare that it is the government and people of the United States, who, by their opposition and hostility by the many ernment and people of the United States, who, by their opposition and hostility, by the many obstacles they have thrown in their way, have been the cause of the failure, and who have thus become the responsible parties, and they will appeal to the French government to in-terfere, and, in their room and stead, to as-sume the settling of the difficulty.

sume the settling of the difficulty.

Now in order to prevent this government from entering into the affair, or from attempting to shift the blame of the failure to the United States, it will only be necessary for the government of the United States to point out in an official manner to the government of France—a thing which should have been done long ago, but which it can easily do at any time, for the documentary proofs can be had whenever wanted—the palpably immoral manner in which the scheme was placed on the market. For in decided immorality, in positive misrepresentations, in the thinnest and most obvious of deceptions, in the want of all semblance of dignity, nothing like it has been seen in this century. It reached that point in boildness in the art of deception at which comment is silenced by astonishment. point in boldness in the art of deception at which comment is silenced by astonishment. Instead of the great principles of honor and grandeur, and open discussion which ought to preside at the organization of the "grandest humanitary enterprise the world has ever seen"—to qoute one of their favorite expressions—it was forced on the market by maneuvers and misrepresentations which one might not be surprised to find in the launching of a patent churn commany, but which ing of a patent churn company, but which certainly had no place in the execution of so really glorious and incomparable a work as that of a great intr-oceanic ship canal!

In the discussion which is sure to come, and

which from present appearances is not very far off, American diplomacy will enjoy an easy advantage, for the documentary evidence

should be no obstacles, no American hostility, and that, to accomplish these ends, or rather to enable him to obtain the apparent proofs that he had accomplished them, he borrowed several hundred thousand francs, which modey was to be paid in the fature out of the stock subscribed by the dupes who had believed in his proofs. They were made to pay for the very misrepresentations which induced them to subscribe!

In this way a banking syndicate was

induced them to subscribe!

In this way a banking syndicate was formed to manipulate and place the loan on the market. M. De Lesseps was to obtain the proofs that the cutting of the canal was not to cost more than the small sum mentioned above, and the proofs also that there were no other obstacles to the scheme. But how? For he had no money, and the banking or loan syndicate would not attempt to launch the loan till these proofs were obtained. So France, had been misled by the subsidized press, and knew only one side of the canal affair, as soon as he became acquainted with its real situation, gave in his resignation.

This event has come in as a most unfortunate postscriptum to the carthquake; but it does not apparently disturb the equanimity of the great promoter of the scheme, or that of the other originators, who, "having realized their anticipated profits, look on with calmness at the unrolling of the drama. Nevertheless the obstinacy of M. De Lesseps in seeing everything conleur de rose, his levity, his resistance to defeat, still braces up the courage of the friends of the scheme, and prevents anything like a fatal crisis. The price of the stock, however, has made a serious fall, and it is safe to say will never go up again.

Again, the purchase of the Panama railway does not give satisfaction to those who have closely studied the question. If the canal is ever finished the railway will be almost worthless property, and it is considered as a piece of the fathing that the loan till these proofs were obtained. So the beautiful to the loan till these proofs were obtained. So the share, which stock was to be appropriated to the share, which stock was to be appropriated to the share, which stock was to be appropriated to the share, which stock was to be appropriated to the share, which stock was to be appropriated to the share, which stock was to be appropriated to the share, w

way that the dupes were made to pay out of their own pockets for the siren songs which made them dupes!

With this money M. De Lesseps undertook a voyage to the isthmus, taking with him some members of his family; and after a residence of two months in a hotel in the city of Panama declared triumphantly that he had found and corrected important errors in the estimates of his engineers, and that the canal could easily be cut for 520,000,000 france; also, that the isthmus was a most delightful and healthful residence. Witness the fact that he and his family had resided there two months without a pain or an ache!

and his family had resided there two months without a pain or an ache!

From Panama he went to New York, and he declared also, on his return from there, with exultation that he had converted the President of the United States and the people thereof to a willing co-operation in his scheme!!

This was enough. The banking syndicate would have been hard-hearted indeed to have asked for anything more. M. De Lesseps had his "proofs," and the public were willing to believe what M. De Lesseps said. The launching of the second attempt at a loan was decided upon and accepted as a healthy operation by the banking syndicate, which was now duly organized, and embraced two or three dozen bankers of good standing.

duly organized, and embraced two or three dozen bankers of good standing.

The balance of the money acquired by the subscription to the "founders' stock" was appropriated to the buying up of the press. The organization of this second attack on the public purse was quite different from the first one. In its modus operandi it smelt strongly of the congress, but even left the congress and its peculiarities far in the shade. The press was so completely taken into the operation that not one line, not one word, against the scheme, could reach the public car. And as the bargain was made on the principle of "no cure no pay," for if the loan was not pushed through there would be no stock, and, therefore, no pay, there commenced at once a campaign of puffing which, for fury and for want of respect for the truth, will cortainly remain unprecedented in the history of stock jobbing operations. All moderation was exhausted the first day, and, after that, as each day had to bring a new idea. comical role of bidding up the depreciated stock. The bravest of men may revolt at a very bitter pill.

After the speech at the Sorbonne, the next move of M. De Lesseps was a maneuver borrowed from the highest school of diplomacy. When a monarch sees his home popularity on the decline, when he sees his own people dissatisfied, and fears for himself and his heirs the loss of his throne, he goes to work to my attained at the end of two months; for there were thirty or more journals in the concert, backed and prompted by the initiators of the scheme and the banking syndicate; and the final diapason, which passed entirely in the regions of fancy, left no man in France ignorant of the sudden and brilliant fortune he could realize by hurrying up to the subscription office of the Panama loan!

In all this orgie of unmitigated and uncontrolled perversion of the public mind, not one line, not one word of contradiction came from any source, to act as an antidote to the

scheme of a canal at Panama can do nothing else than terminate in a disaster. So ment and people to the scheme, that all obting else than terminate in a disaster. So states in the United States had been rethat before long we are going to be brought face to face with the important and predominating question of RESPONSIBILITY. To this of these deceptive assurances hundreds of

people went to the subscription offices who would otherwise not have gone there.

One of the deceptions practiced on this day—you will see that they stopped at nothing—was the publication in the Paris papers of half a column of unreserved culogy of the canal scheme, purporting to be copied from the Paris correspondence of a leading New York paper, and this correspondence never appeared in that paper, and was probably never written by its Paris correspondent.

On the night of the first day of the loan (Dec. 7), the message of President Hayes arrived in Paris, and this message, as every one will recollect, took strong grounds against the scheme. The next morning, the company, knowing that but a few persons would see the London papers which contained the message.

History is full, we are ashamed to say, of these unchivalric examples of striking a man who has his hands tied; but what has occurred once will occur again, and most assured y, if M. De Lesseps should ever find the money necessary to finish his canal, and we hand it all the journals of Paris that the president's message had arrived and was all in favor of the Panuma scheme. This was apported to the first that we were on our taching two was absolutely savage, and which was certainly due to the fact that we were out our tachs, and cond not resist.

We saw the same thing twelve years ago, when Victor Emmanuel, seeing the French engaged in an all-absorbing war with Prassia, scized on the occusion to march into Rome and occupit as Italian territory—a compuest which would not been totally engaged elsewhere.

History is full, we are ashamed to say, of these unchivalric examples of striking a man who has his hands tied; but what has occurred once will occur again, and most assured y, if M. De Lesseps should ever find the money necessary to finish his canal, and we have the action of the president's message had arrived and was all in favor of the announced with exultation in hand bills and in all the journals of Paris that the president's message had arrived and was all in fivor of the Panama scheme! This was one of the examples of that daring and barefaced misrepresentation of the truth, which I characterized in another part of this letter as being so transparent and so bold as to be beyond criticism. It disarms one completely and provokes a laugh rather than a criticism. It had the effect of producing great enthusiasm for the loan, for but few people, a hundred or two probably, read the London papers, and hundreds on the strength of this statement and placed their names on the subscription books. One word of authoritative denial from the American government, from the French government, or from any leading French paper, would have stopped this rush, it would have even stopped the loan. But no such authoritative denial was made, and no sum of money, even if the denial should have come from the American government, would have procured its insertion in any French paper.

The third and last day of the loan (the ninth of December) still another most effective trick was printed and posted up over the town and published in the thirty papers. The announcement was made with a tremendous reliling of drums, that "one of the highest officers of the American government, a cabinet minister, Mr. Thompson, had accepted the post of president to the American section of the Panama canal company." Now, Mr. Thompson had not yet accepted the post offered him, and did not accept it till after resigning the position of secretary of the navy, a month factor. The gravity of this deception lies in this, that the canal company asserted that the fact of a gentleman accepting such a position while still a cabinet minister was proof that the government to which he belonged was in favor of the scheme. This eleventh hour maneuver also greatly aided in swelling the subscription list.

Since the loan was taken, the necessity for obtaining the payment of the moneys subscribed, and in a g sage had arrived and was all in favor of the

is abundant, and positive, and without any sort of mask. The Paris Journals, including the official journal of the company, especially preceding and during the period of the second successful attempt at a loan will suffice to prove every thing that is desirable. I shall here expose, in brief, a few of these proofs as good examples of the whole.

The first attempt to put a loan on the unrecent that the personal popularity of M. De Lesseps was sufficient to float any loan. But the bankers, positive kind of men, were not sure of this, and they were not altogether sure that the hostility of the United States had been neutralized. Moreover, they were certain that no loan of such a colossal sum as twelve hundred millions of france, could be got off on the public. The figure would frighten the stoutest-hearted.

"What figure will not frighten the public by asked the organizers of the scheme. "The public will not be alarmed at a figure of five or six hundred millions of france, but even at that figure they must be well assured that there are no obstacles in the way, and that there are no obstacles in the way, and that the operation is a good one," was the reply.

And here we come to one of the most astounding features of the scheme. M. De Lesseps, not to be defeated by any consideration what the operation is a good one," was the reply.

And here we come to one of the most astounding features of the scheme. M. De Lesseps, not to be defeated by any consideration what there are no obstacles in the way, and that there are no obstacles in the way, and that the part of the scheme. The figure would frighten the stoutest-hearted.

Live the loan was taken, the necessity for obtaining the payment of the unoneys subscribed and in a general way, for maintain the forced the company to persist in its system of miscrepresentation, and it is general to anything but payse have contained that the proposition is a forced the company to persist in its system of miscrepresentation, and it is general to anything but paysent at the company n

fact is a most extraordinary one, look at it in any light we may.

I will give you but one more example of the manner in which the company maintains the delusions of its stockholders. It was known to some banker that Gen. Grant favored another route than that at Panama. After announcing with exultation that M. De Lesseps had converted the president and people of the United States to the support of his canal scheme, it would not do to leave Gen. Grant in the opposition. So an article that was published by the general in an American review on the general subject of an interoceanic canal. on the general subject of an interoceanic canal, but which argued against the De Lesseps scheme, was seized upon by the company and so trimmed and remodeled as to make all appears to the contract of the con

so trimmed and remodeled as to make all appear, without, however, saying so in so many words, as being in favor of the Panama relete, and in this form was printed in the official paper of the canal company.

During the emission of the last loan, the one for the purchase of the Panama railway, the Canal company made officially the following astonishing statement: "It has been pretended that the United States would never permit a foreign company to establish itself permit a foreign company to establish itself in America. But this question has been promptly settled. The legal consent of the American authorities has been obtained. It is entire and inevocable."

And therefore simple minded people rush nobody, no government, no official personage, allowed to say that it is not true!

Now, then, when the final crash comes, as sooner or later it must, the ruined stock-holders will, as I have said before, turn to their government for relief, for it is the habit of the country, in like cases, to do so. But is it not evident to every fair-minded man that no government, no official body, can indorse in any shape or manner whatever an enter-prise organized on such a basis of dishonesty as this? Would it not be unfair to allow it as this? Would it not be unfair to allow it to go on with exposure, and by a continua-tion of its trickery manage to borrow from its government a cloak of respectability, to which it is in no way entitled, and thus, moreover, to cause the blame to fall where it does not belong?

And here is an important point to which I wish also to direct especial attention—that whether it stands or falls, a scheme which could only be organized by the practice of such gross impositions on the public, is not cutified to nor should be permitted to receive the aid or protection of any government. the aid or protection of any government whatever, but should be left to stand on such merits and claims as M. De Lesseps, his banking syndicate, and his hired press can give it.

Finally, is it not the most astounding fact

in the history of American politics, that at a time when there were peace and prosperity in the land, and a perfect freedom from vexa-tious questions of any kind, the people of the United States, so watchful and so hostile to any foreign invasion of their rights, should quietly and without a single movement of on-position, without any sort of official protest, position, which any sort of omena protest, allow a foreign company, acting under the laws of a foreign government, to disembark on what President Hayes so aptly calls their "coast-line," and there plant an enterprise which can never be anything else than an affront, an enemy, an eyesore, a standing pre

which can hever be anything else than an affront, an enemy, an eyesore, a standing pretext for war?

Who could have believed that the American people, so sensitive to all foreign movements on the western continent, could have ever submitted without even a murmar to this most dangerous of all violations of the international principles which they have always defended with so much energy?

Cannot every one see the influence exercised on the eastern question by the Suezcanal from the moment the English government acquired rights therein by the portion of its stock? Even before the late campaign in Egypt, no schemes, no policy, no international combinations, no plans of campaign; could be adopted by the European states in regard to what is called the eastern question, without first stopping to debate the all predominating question," But what will England do?"

So, too, a canal at Panama, owned in France

So, too, a canal at Panama, owned in France and directed by a French company under French law, would soon become to us the same

French law, would soon become to us the same kind of an incubus, for we could make no international movement without stopping to ask ourselves the question: "But what will France do at Panamay." And the most amable and the most patient of people soon grow tired of a question like that.

As to the gravity of the subject as an international question, M. De Lesseps has himself kindly warned us in a public speech in the following words: "There is no need," he declared, "of making an effort to secure the neutrality of the causi. The question will take care of itself. If the Americaneassert the right of assuming alone the yourdianship of the neutrality of the causi, they will be not by the English and the Germans, who will never permit it."

If the question be asked, "But what of the international courtesy of nationsy" the answer is easy and fatally conclusive. When, twenty years ago, we were engaged in a death strangle with the southern redeling.

twenty years ago, we were engaged in a death struggle with the southern rebellion, and were supposed to be incapable of offering resistance to a second enemy. France sent an army to Mexico with the design of science and holding Sonora, with its gold and silver mines.

So, too, during the same war of the rebel-

History is full, we are schamed to say, of these enchivalrie examples of striking a man who has his hands tied; but what has occurred once will occur again, and most assuredly, if M. De Lesseps should ever find the money necessary to finish his canal, and we should at any time be engaged in an all-absorbing war, and especially if at that time the French stockholders were not satisfied with the dividends they were receiving from the canal, the French government, would be canal, the French government would be sorely tempted to seek a war with Colombia and seize that country. It is farther away than Mexico, and an army could not reach

there on foot.

It is all very well to say that after our own war was over we could easily drive them out of the conquered country. What right have we to entail on our children a costly war and increased taxation, when, with a word prominenced at the right time, the enterprise could be arrested or forced to take a shape less hostile to our political interests?

Dr. JOHNSTON.

American delegate to the Paris canal congress of 1879.

Zotteries.

La. S. L. This is the only Lettery ever voted on and inforsed

Louisiana State Lottery Company. Incorporated in less for S years by the Legis for e-locational and classifiable purposes, with a all of \$1,000,000, to which a reserve fund of over 000 has since been added.

By an overwhelming popular vote its frinchise was made a part of the present State constitution, adopted December 2, A. D. 1876. A SPLENDID OPPORTUNITY TO WIN A FOR-Its Grand Single-Number Drawings will take place nearthly. IT NEVER SCALES ON POSTPONES. LOOK

GRAND MONTHLY DRAWING CLASS A, AT NEW ORLEANS, TUESDAY, JANUARY 9, 1883, under the supervision and man

Gens. G. T. Beauregard, of La., and Jubal A. Early, of Va. CAPITAL PRIZE, \$15,000

100,000 Tickets at Five Dell'ers Each, Fractions in Fifths in Proportion, LIST OF PRIZES. 00 Prizes of 50.
00 Prizes of 25.
APPROXIMATION PRIZES,
8 Approximation Prizes of \$7.0.
9 Approximation Prizes of 500.
9 Approximation Prizes of 500.

WE DO MERKIN CERTIFY that we supervise the arrangements for all the monthly and semi-annual drawings of the Louisiana State Lottier Company, and in person unmage and coursof the drawings themselves, and that the same are conducted with honesty, fairness, and it good faith toward all parties. We authorize the company to use this certificate, with fac-similes of our signatures attached, in its advertisements.

I. Theauregar Engl

rates to clubs should be made only o Company, in New Orleans, ormation, write clearly, giving full orders by express, registered letter, addressed only to M. A. DAUPHIN.

M. A. DAUPHIN. Washington, D. C., or J. P. Horbach, 1319 F st., Washington

FOR INFORMATION Louisiana State Lottery, Commonwealth Distribution Co., and Little Hayana

J. W. CLARK,

ORIGINAL 'LITTLE HAVANA," (GOULD & CO.'S) DECIDED BY ROYAL HAVANA LOTTERY.

ORDINARY CLASS, No. 1120, JANUARY 8, 1883, Number for Number, Prize for Prize! With 300 Additional Prizes. 40,000 Tickets, and 2,394 Frizes,

Capital Prize Approximations to let prize, \$100 cach....

AGENTS EVERYWHERE. ALL PRIZES PAID ON PRESENTATION. CAUTION: See that the name GOULD & CO. is on your ticket. None other are original or reliable General Agents.
68 East Handbight stelet, Chicago, III.
For information, e.g., and you.
10 Jane W. 47 Am R.
611 New Jerser avenue northwest, or 1622 Pennavivalla avenue, Washington, D. C.
867

\$50,000 for \$2. GRAND EXTRAORDINARY ROLIDAY

Commonwealth Distribution Co.,

NATUREAN, DECEMBER 30, 1882. These drawings occur on the last day of each month (Sandays excepted). \$30,000 Capting Frize to smarth only. Repeated adjudication by Federal and Mate controlled the pasted this company beyond the controlled of the law. To this company begins the pasted the controlled the sanday begins the pasted that the last controlled the last of the pasted that the last of the pasted that the last of the last of

N. H.—Tilli company has now at band a large on a now receive fund. Head carefully the list of tree for the OF CHARLER DRAWING.



A HORE DISCUSSES AND AND AND ADDRESS OF SENSON DON'T SENSON BY REGISTERED LETTER OF POST-OFFICES ORDER. Omers of and upward by express can be sent at our expense. Address allowed to IL M. ROARDMAN, Courses-Journal building, Landwigh, L. S. W. L. S. W. & Senson & Senson Description.

YOUNG MEN. Hypu have is led to receive proper treatment in races of their Decease, Kalmey Compliant, Nervous Jebdity, Imparess, Prems are Becay, Weakness, Dynamia, Nervous Excitability, &c., soul two stamps for our new book, "FIGE LAWS OF LIPEL AND HEALTH!" Address Secretary Medical and Surgical Institute, 14: East Fifteenth street, New York. [47] THE FINEST JOB PHINTING IN WASHING-tion by the fluist workmen. Call and see speci mens. National Republican Job Rooms.

€inancial. Private Stock

TELEGRAPH WIRES BETWEEN

WASHINGTON AND NEW YORK

H. H. DODGE, Bonds, Stocks,

AND

Bought and Sold on Commission. No. 539 Fifteenth Street,

INVESTMENT SECURITIES

Corcoran Building.

Agency for PRINCE & WHITELY,

Stook Brokers.

64 Broadway, New York.

Every class of Securities benegit and sold on com-pulsated to San Francisco, Bathinore, Philadelphia, New York, Beston, and Washington, Unders ex-mind on the New York stock Exchange at one-signith of 1 per cent, commission, Private and di-rect felegraph wires to Philmore, Philadelphia, New York, and Boston, through which orders are ex-cuted on the Stock Exchanges in those cities and re-ported back promitily. Quotalions of stocks and re-ported back promitily. Quotalions of stocks and

New York Story I achaigs.

Orders in Chilon, Grain, and Provisions executed with dispaten. CHRISTMAN & CO. Room No. I. Vernon Row. REAL ESTATE BROKERS.

COOKE & CO.,

Grain, Stock, and Cotton Brokers, Corner Fifteenth Street and Pennsylvania Avenue. CONNECTED by SPECIAL WIRE with CHICAGO. Frade in Quantities and on Margins to Nuit Customers,

QUOTATIONS TELEPHONED When Requested

G. THOMAS NOYES, my23-fyr INCREASE YOUR CAPITAL. S10

Those desiring to make money on small and medium investments in grain, provisions can be specialisticated and pale to ingrain, stoyisions are specialisticated and solve or statements of sile to specialisticated and solve or statements of sile to \$1,000, onsh profits in the statement of sile to \$1,000, onsh profits in the statement of sile to statement or sile to regional investment. Profits paid first of every month, still leaven the original investment making the original investment making the original investment making money or payable on demand.

\$100

\$100

S100

S10

FLEMMING & MERRIAM, Commission Merchants, Major Block, Chicago, III.

Steambont Tines.

Potoma: Steamboat Company. FOR NORFOLK, PORTSMOUTH,

FORTRESS MONROE PINEY POINT, AND POINT LOOKOUT, CONNECTING IN NOR-FOLK WITH THE BOSTON AND PROVIDENCE STEAMERS.

SPECIAL NOTICE-RESUMPTION OF ROUTE.

WM. P. WELCH, Agent. General Superintendent. 8e15 FOR POTOMAC RIVER LANDINGS.

STEAMER THOMPSON
Leaves Sixth-street wharf every
SUNDAY, WEDNESDAY, AND FRIDAY
ALT o'clock a. m.
FARE AND FREIGHT AS LOW AS BY ANY
O'THER BOAT.
For freight or passage apply to sixth-street wharf,
or general office, als Fifteenth street.

822-3m.

Mt, Vernon! Mt, Vernon!

STEAMER W. W. CORCORAN Leaves Seventh-street, wharf daily (except Sunday) for Mt. Vermon at 10 o'clock a. m; returning, reaches Washington about 3:30 p. m.

L. L. BLAKE, Captain. au10 Norfolk and New York Steamers. THE STEAMER LADY OF THE LAKE leave her whatf, foot of Sixth street, every Mon-Wednesday, and Friday, at 5 o'clock p, m, soing at P.m.y Polut, Point Lockout, and Fortress

day, we discount, and Point Lookout, and Portress Monroe.

CONNERS at Young Point, Point Lookout, and Portress Monroe.

CONNERS are NORFOLK WITH THE BOSCONNERS AND PROVIDENCE STEAMERS.

First class face to Fortress Monroe and Sorfolk, 42 as Secundarias face to Piney Point and Pe Lookout. 1 as Secundarias face to Piney Point and Pe Lookout. 1 as Secundarias are to Piney Point and Pe Lookout. 1 as Returning, leaves Norfolk Tuesdays, Thursdays, and Saturdays at 5 pt. YORK SPEAMERS,

JOHN GIBSON and E. C. KNIGHT, leave Pier 4t. East River. New York, every Saturiny at 4 p. m., and Georgelows every Thursday at 7 a. m. For particulars apply to Agent. 68 Water street, Deorgelown. Takets and staterooms can be secured at goacetal office, 315 Fifteenth street, in Nat. Met. Bank, H and O. Leker office. Ed. Pa. avid. 4t. Alert. Blueb, and at beat.

[162] Alerte D. Wood, Secretary.

CLYDE'S NEW EXPRESS STEAM PACKET LINE ---ron---

A Positive Cure A Care at Last.

A Positive Cure

FOR

FOR

A Care at Last.

Eige Cream Raim
has clampledly ented in a of tararth, of which I have been affected ower ten years.

After trying almost every remedy recommended, none having proved so effective and thorough. S. J.

AINEN, whotesaid dealer in boots and sheet. He referral St., Boston, Mar.

215 and was after the men of Eigen Cream.

Bazal, PARMACHET CO.

Apply by the little frequent to the master.

Lastran, Dringtet, Eastern, Pa.

Apply by the little frequent to the master.

Lastran, Dringtet, Eastern, Pa.

Apply by the little frequent to the master.

Lastran, Care at Last.

Eigen Cream Raim, except the provided at community of the co

OLIVE BUTTER! Cheaper and better than Lard for Cooking REQUINES but 17219 THE QUANTITY. MARKETER ONLY by WASHINGTON BUTCHER'S SONS,

PHILL ADELPHEA. FOR SALE BY ALL GROCERS. e rabelers Gnide.

CHESAPEAKE AND OHIO BAILWAY. THE NEW THUNK LINE On and after a Wisser AND SOUTHWEST, On and after a Windy, Dir Cultur, 4 1set, pas-senger trains of this route will leave Washington from B. & P. station as follows:

from B. & P. station as follows:

In 6 P. M. DALLY - Loursville and Chemonol special

10 6 P. M. DALLY - Loursville and Chemonol special

11 6 P. M. DALLY - Loursville and Chemonol special

12 consists train with Politicar Chemonol see p. R. Consists

13 consists and Louisville will prome an exercise

14 consists and Loursville classify at these claims

15 continuous first trains to all points in the West,

16 continuous first trains to all points in the West,

16 continuous first trains of all points in the West,

17 continuous first trains of all points in the West,

18 continuous first trains of all points in the West,

19 continuous first trains of any other

19 continuous first trains of a continuous first trains

19 continuous first trains of a continuous first trains

19 continuous first trains of a continuous first trains

19 continuous first trains of a continuous first trains

19 continuous first trains of a continuous first trains

19 continuous first trains of a continuous first trains

19 continuous first trains of a continuous first trains

19 continuous first trains of a continuous first trains

19 continuous first trains first trains

19 continuous first trains first trains

19 continuous first trains first trains

19 continuous first trains

10 continuo

For Rates, Tickets to all points West, location in Pullman Cars, and Full Information of Rolls and Connections, apply at C. & O. R.y Office, all Funneys wants avenue, Washington, D. t.

H. W. F. Linkelt, General Passenger Agent, C. W. SMITH, General Manager. ocl-by BALTIMORE AND OHIO BAILROAD.

THE MODEL PAST AND THE ONLY LINE
THE EAST AND THE WE THE WASHINGTON DOUBLE PRACE STANSEY COUPLER

DOUBLE BRAUK! SANSTRY COUPLES

Schedule is take after SUNDAY, NOV. 12. ISSI.

A. M. LEAVE WASHINGTON.

1820. Chicago, Checkman, and Si. Lone Fact Keptes.

Sco. Baltmore Edited City, and Way Stations.

1820. Baltmore Edited City, and Way Stations.

1820. Baltmore Express.

1820. Baltmore Express.

1821. Checkman Way Stations.

1822. Baltmore Express.

1822. Baltmore Express.

1823. Baltmore Express.

1824. Baltmore Express.

1824. Baltmore Express.

1825. Baltmore Express.

1826. Philadel procks and Way Stations.

1826. Philadel procks and Way Stations.

1826. Staunton and Valley Express. (Connects for Hagernown and at Point of Rocks for Freederick.)

1826. Staunton and Valley Express. (Connects for High Connects for High C

1900. Ballinors Express. Slops at Hyattayille acd
1901. Pitaburg. Chicago, Cincinnati, and St. Louis
Express. Sleeping cars to Cincinnati, Louis
P. M. P. M. Ville, and Chicago.

12:10 Battimore, Efficut City, Annapolis, and Work
Stations.

H:23: Of Sanday only for Ballimore and Way. 200. Ballimore Express. 200. Ballimore Express. 200. Ballimore, Philadelphia, and New York Es-

200. Hallmore Pairess.
200. Hallmore, Philadelphia, and New York Rabress.
200. Hallmore, Philadelphia, and New York Rabress.
Predsrick, Hagerstown, and Way via Religion.
Ballmore, Hyattsville, and Laurel Express.
(Fredsrick, Van Relay, Stops & Annapolis, Innution.)
240. Ballmore, Annapolis, and Way Stations.
(Marker, and Way Stations.)
250. Ballmore, Annapolis, and Way Stations only.)
250. Ballmore Rocks and Way Stations only.)
250. Ballmore and Way Stations.
250. Ballmore and Way Stations.
250. Ballmore and Way Stations.
250. Ballmore Express.
250. Ballmore Express.
250. Ballmore and Way Stations.
250. Ballmore Express.
250. Ballmore Express.
250. Ballmore Stations.
250. Ballmore and Stations.

Thaily, Sundays only, Other trains daily, except Sunday.

All trains from Washington stop at Relay Station. For further information apply at the Battimore and Ohio Ticket Offices: Washington Station, 60 ann 331 Pennsylvania, avenue, corner of Fourteenth street, where orders will be taken for baggage to be checked and received at any point in the city.

Master of Transportation, Battimore, 6. K. LORD, 6. General Passenger Agent, Battimore, 6.

THE VIRGINIA MIDEAND RAILWAY. THE TRUNK LINE TO THE SOUTH, SOUTH-

Wist, AND WEST.

Schedule in effect tree in ber 31, 1821

710 a. m. - New Orleans ainit, daily, making close connections to all points South and Southwest, with Tullman Sleeping Cars from Washington Orleans and Atlanta to New Orleans via Lynchburg and Ly

THE GREAT

THE GREAT

FENNSYLVANIA ROUTE

TO THE NORTH WEST AND SOUTHWIST,
BOURLE TRACK, SPLENDID SEENERY,
STEEL RAILS, MAGNIFICENT COUPERENT.

TRAINS LEAVE WASHINGTON, From Station,
Corner of Sixth and B streets, as follows:
FOR Pittsburg and the West, Chicago Limits Express
of Palace Sleeping Cars at 2.39 a. m., daily. F. st.
Line, E.30 a. m., daily, with Steeping Cars from Hacpisoury to Cincianati, Western Express, 750 p. in.
4919, with Falace Cars to Pittsburg and Cin. in
and the West, Chicago Cars to Pittsburg and Cin. in
and the West, AND POTOMAC BALLEDAD.

mail. Mail Express, 250 p. m., daily for Palsonica and the West.

BallTIMORE AND POTOMAC RAILEROAD.

For Eris, Lanandaigua, Rechester, Raffillo, Niagara, 250 p. m. daily, except Satorday, with Palace Cara from Washington to canandagua.

For Williamsport, Lock Haven, and Elmitra, 42 g.n., m. daily, except Sanday, 420, da. m., 1020 a. m., 131, 420, co., and 1020 p. m. doily, except Sanday, 420, 650, and 420, 650, and 1020 p. m. doily 120, 650, and 1020 p. m. 423, 850, and feed p. m. On Sonday, 123, 950, and feed p. m. Limited Express of Pullman Parter Carls, 850 a. m. daily, except Sanday.

For Brooklyn, N. N. all through trains connect at Jersey City win boals of Brooklyn Annex, affording dreet transfer to Pulton street, avoiding double ferrings across New York City.

For Philadelphia, 850 a. m., 1039 a. m., 150, 423, 934, and 1620 p. m. On Sinday, 420, 950, and 1620 p. m. Limited Express, 230 a. m., daily, except Sunday. For Philadelphia, Son Sunday, a.s. daily, except Sun-and 18:20 p. in. On Sunday, a.s. daily, except Sun-in. Limited Express, 2:20 s. in., daily, except Sun-For Baltimore, 6:40, 8:20, 8:30, 10:30 p. in. daily, 8:20, 4:40, 6:30, 7:20, 9:20, and 10:30 p. in. daily, 8:20, 5:20 s. in., 4:20, 6:20, 7:30, 9:30, and 10:30 p. in. For Popes Creek Line, 6:40 a. m. and 4:40 p. in. daily, except Sunday. For Anapolis, 6:40 s. m. and 4:40 p. in. daily, except Sunday. For Annapolis, 640 a. m. and 440 p. m. daily, except Sunday.

ALEXANDRIA AND FREDERICKSBURG RAIL-WAY AND ALEXANDRIA AND WASHING FOR ALEXANDRIA AND WASHING FOR ALEXANDRIA AND WASHING FOR ALEXANDRIA AND WASHING FOR ALEXANDRIA AND SUNDAY AND A SUNDAY AND

J. R. WOOD, General Passenger Agent. CHARLES F. PUGH, General Manager, sets

COAL AND WOOD DEPOTS, loventh street and Rhode Island avenue north-west, Thirteenth and Maryland avenue south-west. OFFICE—Mai Seventh street northwest, opposite Patent Office. All coal weighted hy aworn weighters and delivered n locked carls, thereby guaranteeing weight deliv-red to consumers.

Coal and Mood.

A. G. JOHNSON & HRO.

We will sell Solat AND WOOD,
We will sell solat and wood of new firm, any large or small firm, or any other kind of firm in the city. A call will equvine you.
Store Yard: Eashly's Politi.
Main Yard: M and Twentieth streets.
Branch Officer sole farrest northwest.
Telephonic communication.

JOHNSON BROTHERS, Wholesale and Retail Dealers in

COAL AND WOOD

By water and rall direct from the mines. Farilities unsurpassed by any firm in the United Skires. Sell at lowest cash prices, and delivered promptly. Main office, whereas and depot Twelfill and Water streets southwest. Branch yards, 1262 F street northwest, Third and Katrects northwest, Seventh and Patreets northwest, 1112 Nish street morthwest, and 22 Penerylvania avenue southerst.

JOHN P. AGNEW & CO. CUMBERLAND AND ANTHRACITE COAL

received daily by B. & O. B. R. Corner Delaware Avenue and H Street. Orders received by Telephone.

Accond-gland Gaods. Where to obtain a bergain in Grabelass Merchant Tallor-Made decreases. Here were no a Sult of Cashes and the decreases. Here were not a Sult of Cashes and the very less make and intest say so, which self not tenure and look bester than shouly ready-made, of Sulfa we have a large stock and in all size of low rever here. Sulfa we will be the sulface of the sulface o

OLD WINE AND OLD FRIENDS

Are known as a debest.

See to IUN'(1) a st. ...

Known for yourse the only place where true-the SLCOND-HAND CLOTHING can be seen at expect. JUSTIES OLD STAND,

N. E.-Not-sont by man princers morning to. 313 SEVENTH ST. N. W. STOVES, FURNACES & RANGES, Refrigerators and Coolers,

REPAIRING PROMPLY STRENDED W. H. HARBOVELL